(Rs. in crore)

Year	Budget outlay
1994-1995	1.00
1995-1996	1.00
1996-1997	1.00
1997-1998	75.00
1998-1999	75.00
1999-2000	100.00
2000-2001	80.00
2001-2002	100.00
2002-2003	300.00

(b) and (c) All the projects in N.F. Railway are founded out of budgetary support. The future annual allocation of funds to various projects will depend on the availability of resources. The details of ongoing projects under execution on N.E. Railway indicating the year of sanction, anticipated cost, outlay expected up to 31.3.2002, balance to complete beyond 01.04.2002 and year-wise allocations up to 2002-2003 is given in Annexure (*See* Appendix 196 Annexure No. 7)

Unsustainable wages and pension liabilities in Railways

390. SHRI LAJPAT RAI: Willl the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news-item titled "wage, pension are liabilities on Railways", which appeared in the 'Hindustan Times' dated the 17th May, 2002 regarding status paper on Indian Railways; and

(b) if so, what efforts are being proposed by Government to curtail "unsustainable" expenditure caused as a result of wages and pension liabilities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) The process of right-sizing is a continuous exercise. Indian Railways has been restricting the intake of fresh manpower since the beginning of the last decade. The Staff strength has been reduced from 18.07 lakhs as on 31.3.91 to 15.45 lakhs as on 31.3.2001. If the present trend continues in the current decade, the staff strength would be further reduced to 11.8 lakhs by 2010.

Rail connection between Chennai Central and Chennai Egmore

391.SHRIMATI S.G. INDIRA: Willl the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to connect chennai Central and Chennai Egmore by rail in order to facilitate easy traffic flow;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Rail link alreday exists between Chennai Central and Chennai Egmore *via* Basin Bridge/Royapuram. However, a survey has also been conducted for an elevated direct link between Chennai Central and Chennai Egmore. It is found that the link is neither financially justifiable nor is it likely to reduce the inconvenience of any significant number of commuters.

ATMs at Railway Stations

392. SHRIMATI S.G. INDIRA: Willl the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to set up Automatic Teller Machines (ATMs) for withdrawal of money, etc. at important railway stations;

(b) if so, whether any agreement has been entered into with any bank;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (b) Yes, Sir.